DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: Calhoun & Dougherty Counties
BRST0-0524-00(009)
P.I. No.: 442951-
SR 234 Bride Replacement over
Chickasawhatchee Creek

OFFICE: Engineering Services

DATE: September 5, 2012

FROM: Lisa L. Myers, State Project Review Engineer

TO: Genetha Rice-Singleton, PE, State Program Delivery Engineer
Attn.: Randy Rathburn

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held May 21-24, 2012. Responses were received on September 5, 2012. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project. Please note, if the implementation of a VE recommendation requires a Design Exception and/or Design Variance, the DE or DV must be requested separately.

ALT #	Description	Potential Savings/ LCC	Implement	Comments
B-1	Increase span lengths on bridge by using Type III PSC Girders and recommend 8-spans (50'-6@75'-50') in lieu of 11-spans at 50'using Type II PSC Girders.	$ 38,047	No	The unit cost for 24" piling is $110/LF for this alternative which reduces the proposed savings to $6,757. In order to modify the design, the BFI would have to be revised as well as the plans which nullify any savings or added value.
B-1.1	Increase span lengths on bridge by using BT-54 girders and recommend 5-spans @ 110' in lieu of the 11-spans at 50'.	$-245 (Cost Increase)	No	The current bridge design was agreed upon by the U.S. Fish & Wildlife as being the most practical while minimally impacting the surrounding area environmentally. Additionally, there is no cost savings associated with this alternative as determined by the VE Team.
B-1.2	Increase span lengths on bridge by using Florida I-Beam (FIB) girders and recommend 3-spans @ 183' in lieu of 11-spans at 50'.	$-490,879 (Cost Increase)	No	The current bridge design was agreed upon by the U.S. Fish & Wildlife as being the most practical while minimally impacting the surrounding area environmentally. Additionally, this alternative would result in a significant cost increase.

B-4.0	Use 4,000 psi Concrete for bridge deck in lieu of 3,500 psi to reduce thickness.	$ 16,962	No	GDOT has adopted the use of Class D concrete to be utilized in bridges that have been designed in accordance with AASHTO LRFD. However, the anticipated cost for Class D will be 5% higher than Class AA (3500 psi). Therefore, the proposed alternative would cost $747,819 for a net increase of $11,742.
B-5.0	Increase beam spacing from 8'-9" to 11'-4" and reduce number of beams per span from five to four.	$ 29,408	No	GDOT Bridge Design Policy limits the beam spacing to 9'-0" for typical bridges with an allowance up to 10'-0" when approved by the State Bridge Engineer. Therefore, the Office of Bridge Design does not approve of this spacing for Type II PSC beams.
B-6.0	Relocate expansion joint and tower bent to reduce the required number of pilot holes.	$ 21,500	Yes, with modifications	The tower bent will be relocated to Bent 8 which will achieve the anticipated cost reduction. Tower bents were excluded from Bents 3 thru 7 due to hydraulic reasons. Therefore, the expansion joints will not be relocated as proposed; however, there was no associated cost savings for modifying the expansion joints in the final report.
R-1.0	Shift Horizontal alignment to a 60' offset in lieu of the current 100' offset.	$ 857,492	No	Several alternates for this alignment were provided to Environmental Services and U.S. Fish & Wildlife; however, the current alignment has been agreed upon as having the least amount of environmental impacts for this area.
R-1.1	Shift Horizontal alignment to a 40' offset in lieu of the current 100' offset.	$1,288,677	No	Several alternates for this alignment were provided to Environmental Services and U.S. Fish & Wildlife; however, the current alignment has been agreed upon as having the least amount of environmental impacts for this area.
R-2.0	Lower the vertical profile of SR234 from Sta. 24+00 to Sta. 78+00 as much as 6 feet at Sta. 59+00. The elevation of the bridge Sta. 45+13 to Sta. 50+63 can be lowered approximately 4 feet.	$ 411,363	No	This proposal would require a total redesign and environmental re-evaluation of the roadway, overflow culverts, and bridge which would delay the current project schedule approximately 8-12 months. The savings realized by implementing R-4.0 and the costs of redesigning these items would offset any cost savings associated with this alternative.

R-3.0	Shorten Horizontal curves at both tie-ins to the existing pavement.	$ 384,758	Yes	This will be implemented.
R-4.0	Use normal fill slopes of 4:1 with a maximum of 2:1 for the side slopes on the north side of the proposed road in lieu of the fill slopes that vary from 6:1 to 26:1.	$ 267,093	Yes	This will be implemented.
R-6.0	Reduce width of paved shoulder from 6.5' to 2' and utilize full depth shoulder.	$ 86,770	No	R-6.0 will not be implemented because R-6.1 was selected instead.
R-6.1	Reduce width of paved shoulder from 6.5' to 4'.	$ 82,320	Yes	This will be implemented.
R-10.0	Use 90-degree culvert in lieu of skewed culvert on Eastern end.	$ 94,758	No	This suggestion stated that there is no channel that would require a skewed culvert at Sta.62+50; however, there is an existing channel approximately 171' long running from the existing culvert to the proposed skewed culvert at 62+35. The channel ranges in depth from 2.4' at the outlet to 1.3' at the inlet. So, the culvert must stay at its present location at a skew.
R-11.0	Eliminate new western most overflow culvert.	$ 173,874	No	This overflow culvert was sized in conjunction with the proposed bridge in order to provide relief during high flows. As stated in the Supplemental Hydraulic Study and the original study dated February 18, 2008, the triple 10'x 6' is required at Sta. 40+98
R-14.0	Construct fill slopes on north side of proposed roadway using 4:1 slopes in lieu of 2:1 slopes during stage construction and eliminate the need for some of the temporary barrier.	$ 53,460	Yes	This will be implemented.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved: _____ **Date:** 9-10-12

Gerald M. Ross, PE, Chief Engineer

LLM/BGM/MJS

Attachments
c:

Russell McMurry/Paul Liles
Genetha Rice-Singleton/Stanley Hill/Randy Rathburn
Brent Thomas/Sandy Griffin/Mike Popp
Ben Rabun/Bill Duvall
Melissa Harper
Frank Scott
Scott Chambers
Ken Werho
Bobby "Gene" McKissick Jr./Matt Sanders

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRST0-0524-00(009), Calhoun/Dougherty County
P.I. No. 442951-
SR 234 @ Chickasawhatchee Creek 8 MI NE of Leary

OFFICE Program Delivery

DATE August 30, 2012

FROM Genetha Rice-Singleton, State Program Delivery Engineer

TO Lisa Myers, State Project Review Engineer
Attn: Matt Sanders, Value Engineering Specialist

SUBJECT Response to Value Engineering Alternatives

Attached are the responses to the Value Engineering study for the above referenced project. The Office of Program Delivery concurs with the responses.

If there are any questions please contact Randy Rathburn of this Office at (912) 389-4201.

GRS:AVS:RRJ
Attachments

Cc: Russell McMurry

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRST0-0524-11(009), Calhoun/Dougherty Co.
PI No. 442951
SR 234 over Chickasawhatchee Creek

OFFICE Tifton, GA
DATE August 30, 2012

FROM Ralph S. Griffin, District Design Engineer

TO Genetha Rice-Singleton, State Program Delivery
Attn: Randy Rathburn

SUBJECT **Value Engineering Response**

The Value Engineering Study for the above referenced project dated May 24, 2012 contained 6 VE Bridge Alternatives and 10 VE Roadway Alternatives requiring responses. Below are the responses from the Bridge Office and Design Office.

Bridge VE Alternatives:

B-1 "Increase Span Lengths on Bridge Using Type III PSC Girders and Use 8-Span Bridge (50'-6@ 75'-50' Spans) in Lieu of 11 spans at 50' Using Type II PSC Girders"
VE Team Savings: $38,047.00

No, Will Not Implement. Engineering Services has provided a unit cost for the proposed 24" piling of 110 $/LF for this alternative. This reduces the proposed savings to $6,757. In order to modify the design the BFI would have to be revised as well as the bridge plans which nullify any savings.

B-1.1 "Increase Span Lengths on Bridge Using BT-54 girders and Use 5-Span Bridge @ 110' in lieu of 11 spans @ 50' Using Type II Girders"
VE Team Savings: ($245.00)

No, Will Not Implement. The current bridge design was agreed upon between the department and U.S. Fish & Wildlife as being the most practical while providing minimal environmental impacts to the surrounding area. Additionally there is no cost savings associated with this alternative as determined by the V.E. Team.

B-1.2 "Increase Span Lengths on Bridge Using Florida I-Beam (FIB) Girders and Use 3-Span Bridge @ 183' in lieu of 11 Spans @ 50' Using Type II PSC Girders"
VE Team Savings: ($490,879.00)

No, Will Not Implement. The current bridge design was agreed upon between the department and U.S. Fish & Wildlife as being the most practical while providing minimal environmental impacts

to the surrounding area. Additionally this alternative will result in a significant cost increase to the project as determined by the V.E. Team.

B-4.0 "Use 4,000 psi Concrete for Bridge Deck in lieu of 3,500 psi and reduce Deck Thickness"
VE Team Savings: $16,962.00

No, Will Not Implement. The Department has adopted Class D concrete to be utilized in bridges that have been designed in accordance with AASHTO LRFD. We anticipate that the cost for Class D will be 5% higher than Class AA and therefore the proposed deck would cost $747,819 for a net increase of $11,742.

B-5.0 "Increase beam spacing from 8'-9" to 11'-4" and reduce number of beams per span from 5 to 4"
VE Team Savings: $29,408.00

No, Will Not Implement. GDOT Bridge design policy limits the beam spacing to 9'-0" for typical bridges with an allowance up to 10'-0" when approved by the State Bridge Engineer. The Bridge Office does not approve of this spacing for Type II PSC beams.

B-6.0 " Re-locate Expansion Joint and Tower Bent to Reduce the Number of required Pilot Holes"
VE Team Savings: $21,500.00

Implement with Modifications. The tower bent will be relocated to Bent 8 which will achieve the anticipated cost reduction. Tower bents were excluded from Bents 3 thru 7 due to hydraulic reasons. The expansion joints will not be relocated as proposed; however, there was no associated cost savings for modifying the expansion joints.

Roadway VE Alternatives

R-1.0 "Shift Horizontal Alignment to 60' offset (Centerline to Centerline) from current 100'."
VE Team Savings: $857,492.00

No, Will Not Implement: Several alternates for this alignment have been provided to Environmental Services and Fish & Wildlife and the current alignment has been agreed upon has having the least amount of environmental impacts. There would be a savings on earthwork at the tie-ins but these savings would be offset by a total redesign for the roadway, bridges and culverts. V.E. Alternatives R-3.0 & R-4.0 will be implemented which will save approximately $651,851.00 on earthwork and paving cost.

R-1.1 "Shift Horizontal Alignment to 40' offset (Centerline to Centerline) from current 100'."
VE Team Savings: $1,288.677.00

No, Will Not Implement: Several alternates for this alignment have been provided to Environmental Services and Fish & Wildlife and the current alignment has been agreed upon has having the least amount of environmental impacts. There would be a savings on earthwork at the tie-ins but these savings would be offset by a total redesign for the roadway, bridges and culverts. V.E. Alternatives R-3.0 & R-4.0 will be implemented which will save approximately $651,851.00 on earthwork and paving cost.

R-2.0 "Lower the Vertical Alignment of SR 234 from STA 24+00 to STA 78+00 as much as 6 feet at STA 59+00 with the elevation of the proposed bridge from STA 45+13 to STA 50+63 being lowered approximately 4 feet."
VE Team Savings: $411,363.00

No, Will Not Implement: This proposal will cause a total redesign for roadway, overflow culverts and bridge. 76% of the savings from this proposal result from decreasing the In-Place Embankment and Granular Embankment required for the project. By Implementing Proposal **R-4.0** shown below we are already saving $267,093.00 on In-Place-Embankment and Granular Embankment without the need for redesigning the roadway, culverts and bridge. The cost of redesigning the roadway, bridge items and right of way will offset any of the other cost savings associated with this proposal. This proposal will also cause a delay of approximately 8 to 12 months in the schedule due to the redesign and environmental reevaluation. We are also achieving 1.1 acres reduction in wetland impacts with proposal **R 4.0** which is the same amount achieved with this proposal.

R-3.0 "Shorten Horizontal Curves at tie-ins."
VE Team Savings: $384,758.00

Yes, Will Implement

R-4.0 "Use normal fill slopes of 4:1 with a maximum of 2:1 for the side slopes on the North side of the proposed roadway in lieu of the fill slopes that vary from 6:1 to 26:1."
VE Team Savings: $267,093.00

Yes, Will Implement

R-6.0 "Reduce width of paved shoulder from 6.5' to 2' and utilize full depth shoulder."
VE Team Savings: $86,770.00

No, Will Not Implement: Minimum paved shoulder width as specified in the GDOT Design Manual for Collector roadways is 4'. A 4' paved shoulder will be used as shown in VE Proposal R 6-1 which has a cost savings of $82,320.00.

R-6.1 Reduce **width of paved shoulder from 6.5' to 4'.**
VE Team Savings: $82,320.00

Yes, Will Implement

R-10.0 "Use a 90° culvert in lieu of the skewed Triple 9' X 6' Reinforced Concrete Bridge Culvert planned as an Overflow Structure at approximate STA 62+50."
VE Team Savings: $94,758.00

No, Will Not Implement: Proposal R-10.0 states that there is no channel that would require a skewed culvert at approximate STA 62+50; there is an existing channel approximately 171' long running from the existing culvert to proposed skewed culvert at 62+35. The proposed culvert must stay at present location at a skew. The channel ranges in depth from 2.4' at outlet of existing culvert to 1.3' at inlet of proposed culvert.

R-11.0 "Eliminate the western Triple 10' X 6' overflow Culvert proposed at approximately STA 41+00."
VE Team Savings: $173,874.00

No, Will Not Implement: The Triple 10' X 6' overflow Culvert was sized in conjunction with the proposed bridge in order to provide relief during high flows. As stated in the Supplemental Hydraulic and Hydrological Study dated February 18, 2008, the triple barrel 10' x 6' is required at station 40+98.

R-14.0 "Construct fill slopes on North side of proposed roadway using 4:1 slopes in lieu of 2:1 slopes during stage construction and eliminate the need for temporary barrier."
VE Team Savings: $53,460.00

Yes, Will Implement

If you have any questions or comments please contact Sandy Griffin at 229-386-3618.

RSG;sg

cc:

Brent Thomas, District Preconstruction Engineer
Mike Popp, District 4 Design

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRST0-0524-00(009) CALHOUN-DOUGHERTY COUNTIES
SR 234 / Chickasawhatchee Creek
P.I. No. 442951

OFFICE Atlanta, GA
DATE July 19, 2012

FROM Benjamin F. Rabun, III, P.E., State Bridge Engineer

TO Genetha Rice-Singleton, State Program Delivery Engineer
Attn: Randy Rathburn

SUBJECT **BRIDGE DESIGN VALUE ENGINEERING RESPONSE**

The Value Engineering Study for the above referenced project dated May 24, 2012 contained 6 VE Alternatives requiring responses from the Bridge Office: VE Alternatives 1.0, 1.1, 1.2, 4.0, 5.0 and 6.0. The Bridge Office proposes the following in response.

VE Alternative 1.0 – "Increase Span Lengths on Bridge Using Type III PSC Girders and Use 8-Span Bridge (50'-6@75'-50' Spans) in lieu of 11 Spans at 50' Using Type II PSC Girders"

Recommendation: **Do Not Implement.** Engineering Services has provided a unit cost for the proposed 24" piling of 110 $/LF for this alternative. This reduces the proposed savings to $6,757. In order to modify the design the BFI would have to be revised as well as the bridge plans which will nullify any savings.

VE Alternative 1.1 – "Increase Span Lengths on Bridge Using BT-54 girders and Use 5-Span Bridge @ 110' in lieu of 11 Spans @ 50' Using Type II Girders"

Recommendation: **Do No Implement**. There is no cost savings with this alternative.

VE Alternative 1.2 – "Increase Span Lengths on Bridge Using Florida I-Beam (FIB) Girders and Use 3-Span Bridge @ 183' in lieu of 11 Spans @ 50' Using Type II PSC Girders"

Recommendation: **Do No Implement.** There is a significant cost increase with this alternative.

VE Alternative 4.0 – "Use 4,000 psi Concrete for Bridge Deck in lieu of 3,500 PSI and Reduce Deck Thickness"

Recommendation: **Do No Implement.** The Department has adopted Class D concrete to be utilized in bridges that have been designed in accordance with AASHTO LRFD. We anticipate that the cost for Class D will be 5% higher than Class AA and therefore the proposed deck would cost $747,819 for a net increase of $11,742.

VE Alternative 5.0 – "Increase beam spacing from 8'-9" to 11'-4" and reduce number of beams per span from 5 to 4"

Recommendation: **Do No Implement.** GDOT Bridge design policy limits the beam spacing to 9'-0" for typical bridges with an allowance up to 10'-0" when approved by the State Bridge Engineer. The Bridge Office does not approve of this spacing for Type II PSC beams.

VE Alternative 6.0 – "Re-locate Expansion Joint and Tower Bent to Reduce the Number of Required Pilot Holes"

Recommendation: **Implement with Modifications.** The tower bent will be relocated to Bent 8 which will achieve the anticipated cost reduction. Tower bents were excluded from Bents 3 thru 7 due to hydraulic reasons. The expansion joints will not be relocated as proposed; however, there was no associated cost savings for modifying the expansion joints.

If you have any questions and/or comments, please contact Bill DuVall of the Bridge Design Office at (404) 631-1883 or at email address bduvall@dot.ga.gov.

BFR:WMD

cc: Bill DuVall, Bridge Design attn.: Lyn Clements

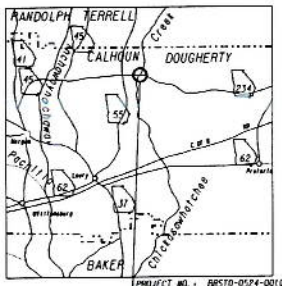
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	BRSTO-0524-00(009)	1	

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PLAN AND PROFILE OF PROPOSED
BRIDGE REPLACEMENT/REALIGNMENT
S.R.234 OVER CHICKASAWHATCHEE CREEK

FEDERAL AID PROJECT
BRSTO-0524-00(009)
CALHOUN/DOUGHERTY COUNTIES

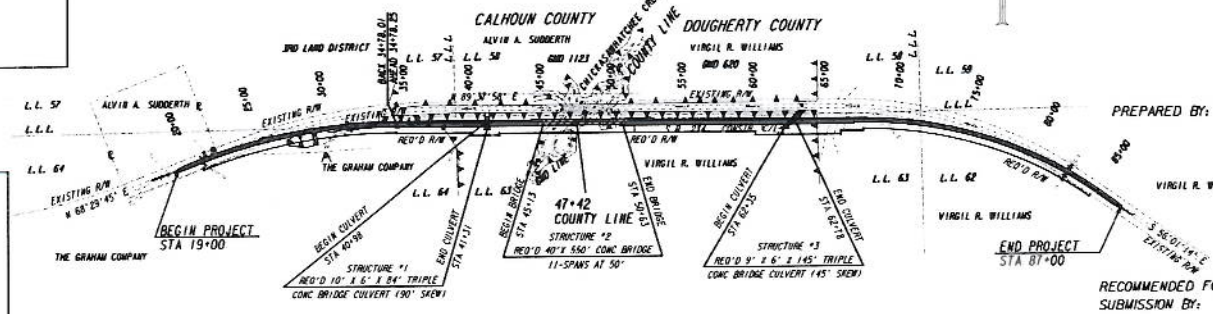
FEDERAL ROUTE • NONE
STATE ROUTE • 234
P.I.NO. 442951



LOCATION SKETCH

DESIGN DATA:
TRAFFIC A.D.T.: 2300 (2014)
TRAFFIC A.D.T.: 3300 (2034)
TRAFFIC D.H.V.: 297 (2034)
DIRECTIONAL DIST: 60%
% TRUCKS: 6%
24 HR.TRUCKS %: 8%
SPEED DESIGN: 55 MPH

NOTE :
ALL REFERENCES IN THIS DOCUMENT,WHICH INCLUDES ALL PAPERS,WRITINGS, DOCUMENTS,DRAWINGS,OR PHOTOGRAPHS USED,OR TO BE USED IN CONNECTION WITH THIS DOCUMENT,TO "STATE HIGHWAY DEPARTMENT OF GEORGIA","STATE HIGHWAY DEPARTMENT","GEORGIA STATE HIGHWAY DEPARTMENT","HIGHWAY DEPARTMENT",OR "DEPARTMENT" WHEN THE CONTEXT THEREOF MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA,AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.



3rd. LAND DISTRICT
LAND LOT * 57. 64. 58. 63. 59. 62
GMD * 1123, 620

PREPARED BY: James M. Popp
DESIGN ENGINEER III — DATE

RECOMMENDED FOR SUBMISSION BY: Ralph S. Griffin
DISTRICT DESIGN ENGINEER — DATE

SUBMITTED BY:
DISTRICT ENGINEER — DATE

DATE — CHIEF ENGINEER

LOCATION & DESIGN APPROVAL DATE: 06-02-2004

FUNCTIONAL CLASS:
RURAL MAJOR COLLECTOR

THIS PROJECT IS 42% IN CALHOUN COUNTY AND 58% IN DOUGHERTY COUNTY AND IS 100% IN CONG. DIST. NO. 2.

PROJECT DESIGNATION: EXEMPT
PDP CLASSIFICATION : MINOR
DESIGNED IN ENGLISH UNITS.

THE COORDINATES LISTED ARE WEST ZONE GRID COORDINATES BASED ON THE GA. STATE PLANE COORDINATE SYSTEM OF 1927.

HORIZONTAL DATUM: ASSUMED
VERTICAL DATUM: NAVD 1929

WIDPOINT COORDINATE
STATION 53+00.00
N- 579586.256
E- 410918.514

LENGTH OF PROJECT	COUNTY No.37 CALHOUN CO. MILES	COUNTY No.95 DOUGHERTY CO. MILES	TOTAL MILES
NET LENGTH OF ROADWAY	0.495	0.689	1.184
NET LENGTH OF BRIDGES	0.043	0.061	0.104
NET LENGTH OF PROJECT	0.538	0.750	1.288
NET LENGTH OF EXCEPTIONS	0.000	0.000	0.000
GROSS LENGTH OF PROJECT	0.538	0.750	1.288

THE DATA,TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY INDICATED THEREBY,WHETHER BY DRAWINGS OR NOTES,OR IN ANY OTHER MANNER,ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY,ARE NOT GUARANTEED,AND DO NOT BIND THE DEPARTMENT OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.

SCALE IN FEET
0 400 800 1500

PLANS COMPLETED	
REVISIONS	

DRAWING NO. 1-001

BRSTO-0524-00(009) CALHOUN/DOUGHERTY COUNTIES

PRECONSTRUCTION STATUS REPORT FOR PI:442951-

PROJ ID : 442951- **SR 234 @ CHICKASAWHATCHEE CREEK 8 MI NE OF LEARY**

COUNTY : Calhoun, Dougherty
LENGTH (MI) 1.54
PROJ NO.: BRST0-0524-00(009)
PROJ MGR: Rathburn, Randy
AOHD Initials: AVS
OFFICE : Program Delivery
CONSULTANT: No Consultant, GDOT In-House Design
SPONSOR : GDOT
DESIGN FIRM: GDOT D4 Design Office

MPO: Albany, Not Urban
TIP #: BR-5
MODEL YR :
TYPE WORK: Bridges
CONCEPT: BR REPL
PROG TYPE: Replacement
Prov. for ITS: N
BOND PROJ :

PRIORITY CODE:
DOT DIST: 4
CONG. DIST: 2
BIKE: N
MEASURE: E
NEEDS SCORE: 05
BRIDGE SUFF: 50.88

MGMT LET DATE : 02/15/2015
MGMT ROW DATE : 05/15/2014
BASELINE LET DATE: 02/02/2015
SCHED LET DATE : 11/4/2014
WHO LETS?: GDOT Let
LET WITH :

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%
				Concept Development	6/12/2003	6/2/2004	100
				Concept Meeting	4/9/2004	4/9/2004	100
				PM Submit Concept Report	5/3/2004	5/4/2004	100
				Receive Preconstruction Concept Approval	5/15/2004	5/25/2004	100
				Management Concept Approval Complete	**5/26/2004**	**6/2/2004**	**100**
3/12/2012	8/10/2012			Value Engineering Study	3/16/2012	9/10/2012	100
	11/7/2013		8/9/2013	**Environmental Approval**	**11/24/2004**		23
				Field Surveys/SDE	9/2/2003	10/28/2003	100
	11/1/2013		**8/5/2013**	**Preliminary Plans**	**8/26/2004**		38
				Preliminary Bridge Design	11/15/2004	4/17/2005	100
3/7/2014	7/24/2014	12/9/2013	4/25/2014	404 Permit Obtainment			0
1/3/2014	1/3/2014	10/7/2013	10/7/2013	PFPR Inspection			0
	1/3/2014		10/7/2013	R/W Plans Preparation	1/1/2008		100
1/6/2014	**3/6/2014**	**10/8/2013**	**12/6/2013**	**R/W Plans Final Approval**			**0**
				L & D Approval	5/26/2004	6/2/2004	100
4/4/2014	5/1/2014	1/6/2014	1/31/2014	R/W Authorization			0
8/8/2014	8/21/2014	5/12/2014	5/23/2014	Stake R/W			0
				Soil Survey	11/19/2004	1/3/2006	100
				Bridge Foundation Investigation	11/19/2004	7/18/2008	100
2/10/2014	**6/6/2014**	**11/12/2013**	**3/10/2014**	**Final Design**			29
	5/16/2014			Final Bridge Plans Preparation	2/10/2010	10/27/2010	100
7/7/2014	7/7/2014	4/8/2014	4/8/2014	FFPR Inspection			0
7/15/2014	7/28/2014	4/16/2014	4/29/2014	Submit FFPR Responses (OES)			0

PROGRAMMED FUNDS

Activity	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	2000	2000	329,145.00	Q10	AUTHORIZED	10/25/1999
PE	NONE	2013	120,000.00	L1C0	PRECST	
ROW	2014	2014	371,422.80	L1C0	PRECST	
CST	2017	2017	5,522,601.99	L1C0	PRECST	
CST	2017	2017	4,339,187.28	L240	PRECST	

Cost Estimate Amount

Activity	Amount	Date
PE	$329,145.00	
PE	$120,000.00	
ROW	$350,000.00	6/22/2011
CST	$5,001,990.77	5/2/2012
CST	$3,930,135.61	5/2/2012

STIP AMOUNTS

Activity	Cost	Fund
PE	0.00	Q10
PE	0.00	L1C0
ROW	162,364.82	L1C0
CST	0.00	L1C0
CST	0.00	L240

PDD: Reassigned to District 4. 5/28/03. Concept. 3/4/04.
Bridge: 12/08/10 PSR (FINAL PLANS SENT 10/27/10)
Design: MP
EIS: CE\NotApvd\OnSchedule-BaseEnv 04.11.2014\Scott 08.28.12
LGPA: CALHOUN SGN UTL 8-9-99|DOUGHERTY SGN UTIL 8-2-99|RESCISSION LETTER SENT TO CALHOUN & DOUGHERTY 2-28-05.
Prog. Develop: RW STIP AMENDMENT #1 10-06; RW STIP AMENDMENT #5 11-07
Programming: #1 2-05|#2 1-07|#3 12-2010|#4 10-2011|#5 4-2012|#6 5-2012
Traffic Op: CAH|BR REPL PRJCT|S&M PLNS N/R|030603
Utility: MPLANS TO DZN 2/05
EMG: BRIDGE REPLACEMENT
Engr Services: VE Impl Letter Approved 9/10/12

District Comments

Structure ID: 037-0024-0 Design Load Limit: H-15
PE PROJ NO: PEBRS052400009. (1) Envir, Video Conf with FHWA 1/8/09 and rcv'd ok to proceed with CE. (2) Updated ROW cost estimate submitted 8/31/2012.

Prel. Parcel CT: 4 **Total Parcel in ROW System:** **Cond. Filed:** **Acquired by:** DOT *DEEDS CT:*
Under Review: **Options - Pending:** **Relocations:** **Acquisition MGR:**
Released: **Condemnations- Pend:** **Acquired:** **R/W Cert Date:**